

**CHANGE****U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

1100.2C CHG 9

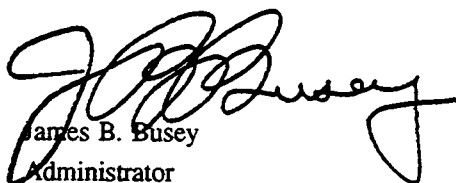
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**SUBJ: ORGANIZATION — FAA HEADQUARTERS**

1. **PURPOSE.** This change transmits revised pages to Chapter 93, Air Traffic Plans and Requirements Service.
2. **EXPLANATION OF CHANGES.** This change reorganizes the Air Traffic Plans and Requirements Service by restructuring the primary functions into current and future programs to better support the National Airspace System, to provide for better interface and coordination with other FAA organizations, and to provide for improved management oversight of programs.
  - a. The System Plans and Programs Division (ATR-100) has responsibility for the planning and requirements of today's and the near-term air traffic system including facilities and equipment programs, telecommunications systems, and aviation weather services provided by the air traffic facilities.
  - b. The Automation Software Division is retitled the Automation Software Policy and Planning Division (ATR-200) with responsibility to manage the air traffic automation software configuration control process, provide automation software policy, and plan for integration of future automation software systems.
  - c. An Advanced Systems and Facilities Division (ATR-300) is established with responsibility to deal with the future environment of the NAS with emphasis on three major programs, namely Area Control Facility, Advanced Automation System, and Voice Switching and Control System. NAS Plan and future systems function is designed to place the proper perspective and emphasis on the NAS Plan meeting air traffic requirements. This will provide the necessary interface with RE&D activities.
  - d. The National Automation Support Facility is retitled the National Automation Field Support Division (ATR-400) with responsibility for providing field support and maintenance as well as quality control for the air traffic operational automation software systems, including test verification and training of FAA Technical Center automation support specialists.
3. **DISPOSITION OF TRANSMITTAL.** After filing the revised pages, this change transmittal should be retained.

**PAGE CONTROL CHART**

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James B. Busey  
Administrator



2/22/90

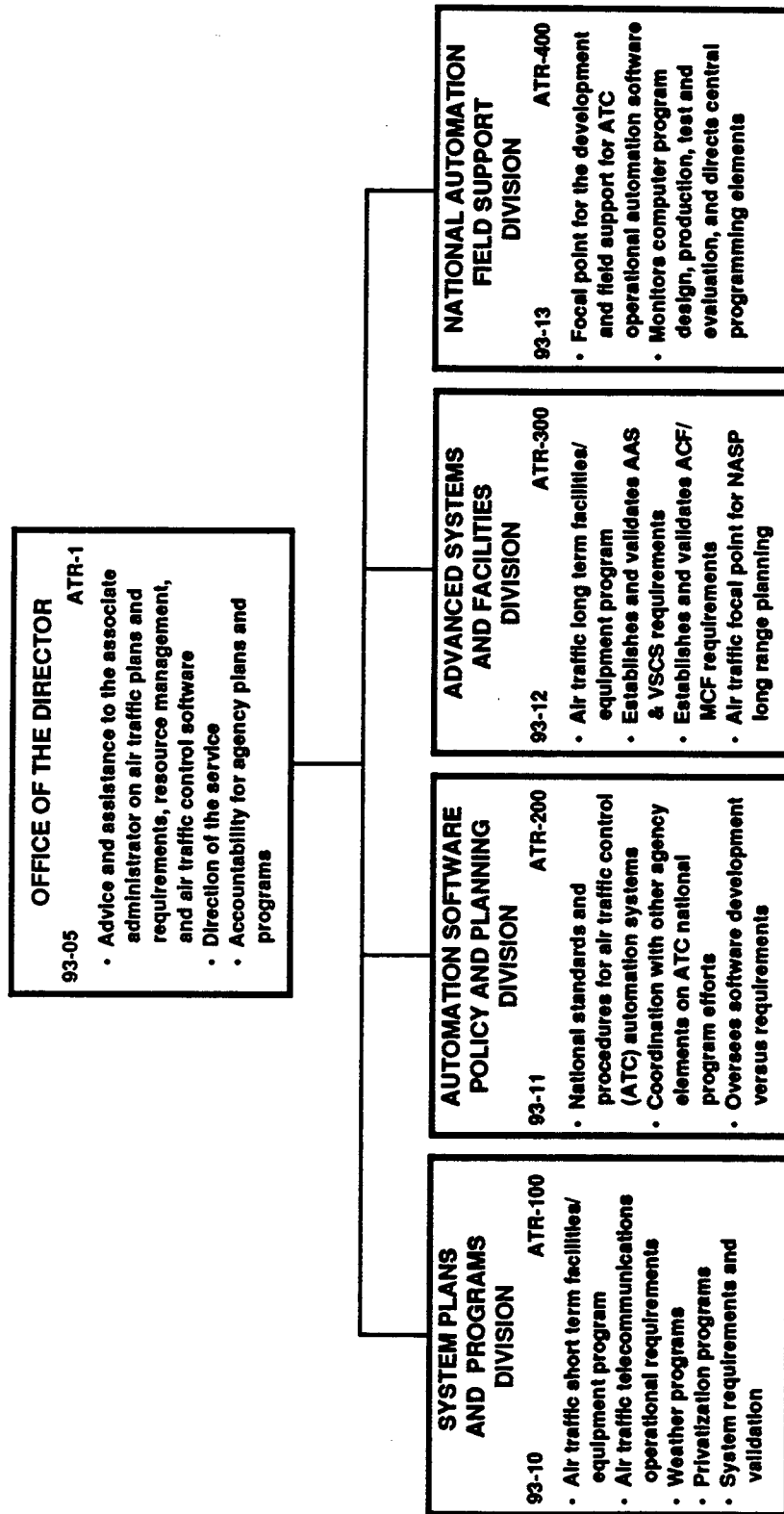
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## **CHAPTER 93. AIR TRAFFIC PLANS AND REQUIREMENTS SERVICE**

FIGURE 93-1. FUNCTIONAL ORGANIZATIONAL CHART



## CHAPTER 93. AIR TRAFFIC PLANS AND REQUIREMENTS SERVICE

**93-1. MISSION.** The Air Traffic Plans and Requirements Service manages, directs, and advises the Associate Administrator for Air Traffic in the planning and requirements of the air traffic system including facilities and equipment, and leased services programs, telecommunications systems, and aviation weather services; develops and manages national airspace programs, policies, and standards; and develops national software for the use of air traffic control automation throughout the agency.

**93-2. FUNCTIONAL ORGANIZATION.** The functional organization of the Air Traffic Plans and Requirements Service is shown in Figure 93-1.

**93-3. FUNCTIONS.** As the principal staff element of the FAA for air traffic plans and requirements.

a. Develops air traffic control operational plans, programs, and requirements and identifies aviation weather service and operational telecommunications requirements to support the air traffic control systems.

b. Assesses current programs and proposed planning requirements based on agency planning standards, guidelines, and recommended priorities, and develops and recommends plans and requirements for the provision of air traffic services in the National Airspace System.

c. Establishes and maintains ATC operational and associated support software for air traffic control automation systems, excluding maintenance and diagnostic software.

d. Acts as the agency focal point with the Department of Defense for coordination of long-range planning which will impact operational developments for the National Airspace System.

e. Plans air traffic system activities, develops, coordinates, and implements programs (Leased Services Communications and Facilities and Equipment Appropriations) required in accomplishing their mission.

f. Evaluates and certifies operational and associated support software developed for a future air traffic control automation system to satisfy air traffic operational requirements.

**93-4. SPECIAL DELEGATION.** The Director, Air Traffic Plans and Requirements Service, is delegated authority to approve on behalf of the Associate Administrator for Air Traffic those software computer standards and procedures pertaining to the operational maintenance and improvements of air traffic control automation activities conducted by air traffic field elements.

**93-5. SPECIAL RELATIONS.** The Air Traffic Plans and Requirements Service shall:

a. Coordinate with appropriate offices and services in the development and validation of operational requirements of the air traffic system.

b. Coordinate with the Logistics Service, and appropriate offices under the Executive Director for System Development, on proposed plans for improvement of the air traffic control and air navigations systems, and changes in operational requirements or procedures, in order that the service or office in these organizations can ascertain the related actions required.

c. Use the planning standards and criteria formulated by the Office of Aviation Policy and Plans as a basis for determining aviation trends in the development of plans and operational requirements for the air traffic system.

d. Use the economic, environmental, and aeronautical forecasts of the Office of Aviation Policy and Plans as a basis for determining aviation trends in the development of plans and operational requirements for the air traffic system.

e. Utilize FAA Technical Center provided support in the form of air traffic control computer hardware and laboratory services for the production and maintenance of air traffic control operational software accomplished by the National Automation Field Support Division. The FAA Technical Center also provides administrative support, including payroll, personnel, and classification services.

f. Collaborate with other organizations as necessary in determining the points at which the air traffic control operational data systems and program data systems are interdependent or related, and jointly establish procedures which will ensure that these systems are planned and operated in a coordinated manner.

**93-6. OFFICE OF THE DIRECTOR.** Under the executive direction of the Associate Administrator for Air Traffic, the Director, Air Traffic Plans and Requirements:

a. Provides assistance to the Administrator and other key officials of the agency on matters pertaining to air traffic plans and requirements.

b. Advises and assists the Administrator by providing justifications in support of budget estimates, the administration of executive decisions, the development and maintenance of productive relationships with the public, the aviation community, and other Government agencies.

c. Provides leadership and direction in the planning, management, and control of service activities.

d. Provides for the development and coordination, and is accountable to the associate administrator for the adequacy of FAA:

(1) Policies, standards, systems, and procedures.

(2) Public rules, regulations, and standards.

(3) Program plans issued by or on behalf of the Administrator.

e. Provides for effective evaluation of program performance and ensures the adequacy of followup to secure correction of deficiencies.

93-7 thru 93-9. Reserved

**93-10. SYSTEM PLANS AND PROGRAMS DIVISION.** The System Plans and Programs Division is responsible for the planning and requirements of today's and the near-term air traffic system including Facilities and Equipment (F&E) program, telecommunications systems, and aviation weather services provided by the air traffic facilities. The division:

a. Develops plans, requirements, programs, and standards for system improvement, modification, and expansion of the air traffic control system, and maintains the air traffic system plan.

b. Establishes operational requirements for air traffic systems throughout the agency. This excludes the development of operating procedures and separation standards.

c. Validates and develops requirements, in support of today's and the near-term air traffic environment, for:

(1) Integrating the results of development efforts into the operating system.

(2) Expanding and improving the current system.

d. Develops specific capital investment priorities based upon air traffic system requirements for the F&E budgetary processes for current and near-term planning scenarios.

e. Identifies and validates telecommunications requirements necessary for the accomplishments of air traffic activities, and coordinates with the Systems Maintenance Service to develop plans for implementing the required service.

f. Serves as the air traffic focal point for coordination of today's and the near-term programs and system requirements with other offices, services, agencies, and organizations.

g. Collaborates with the Automation Software Policy and Planning Division, the Advanced Systems and Facilities Division, and the National Automation Field Support Division to ensure that validated requirements are being satisfied during development, testing, and evaluations of new systems.

h. Assesses current programs and proposed planning requirements, based on agency planning standards and guidelines, and recommends priorities for system improvement, modification, and expansion and makes adjustments as appropriate.

i. Plans for a secure and effective air traffic system communications capability and develops air traffic communications requirements.

j. Serves as the Air Traffic focal point for coordinating FAA policy and planning relating to privatization activities and aviation weather services provided by air traffic facilities.

k. Determines operational requirements for appropriate real-time data interchange capability between en route, terminal and flight service elements of air traffic control automation systems.

**93-11. AUTOMATION SOFTWARE POLICY AND PLANNING DIVISION.** The Automation Software Policy and Planning Division is the principal element of the service with respect to the establishment of policy and planning for operational air traffic software systems. The division:

a. Withdrawn - CHG 9.

b. Withdrawn - CHG 9.

c. Withdrawn - CHG 9.

d. Analyzes field data, staff studies, and system design concepts to develop recommendations to the Associate Administrator for Air Traffic for improvements in the on-line national air traffic control automation systems.

e. Withdrawn - CHG 9.

f. Participates in the monitoring of computer program performance, design, production, test, and evaluation activities with the FAA Technical Center.

g. Participates in the review and makes recommendations regarding the need for automation equipment for the air traffic control systems.

h. Assesses the timely implementation of air traffic control operational software changes required to support new operations and procedures.

i. Collaborates with other organizations as necessary in determining the points at which the air traffic control



operational data systems and program data systems are interdependent or related and jointly establishes procedures which will ensure that these systems are planned and operated in a coordinated manner.

j. Withdrawn - CHG 9.

k. Withdrawn - CHG 9.

l. Approves on behalf of the Director, Air Traffic Plans and Requirements Service, those computer software standards and procedures pertaining to the operational maintenance and improvement of air traffic control automation activities conducted by air traffic field elements.

m. Withdrawn - CHG 9.

n. Withdrawn - CHG 9.

o. Withdrawn - CHG 9.

p. Serves as the focal point for configuration management decisions.

q. Participates in the review of software specification development for the purpose of ensuring that software development for the future air traffic control automation satisfies the operational requirements stated for the particular systems.

r. Withdrawn - CHG 9.

**93-12. ADVANCED SYSTEMS AND FACILITIES DIVISION.** The Advanced Systems and Facilities Division is responsible for established advanced automation system (AAS) and voice switching and control system (VSCS) requirements, area control facility (ACF)/metropolplex control facility (MCF) implementation, and the planning required in the accomplishment of air traffic activities in support of the National Airspace System (NAS) Plan. The division:

a. Initiates, directs, and coordinates the presentation of required ACF/MCF program documentation, plans, and reports in accordance with the provisions of departmental and agency orders utilizing standard operating procedures.

b. Develops, with supporting organizations, all budgetary requests, reprogramming actions, and all supporting documentation required to obtain resources for the ACF/MCF program.

c. Recommends allocation of financial resources to organizations supporting the AAS and VSCS and ACF/MCF programs.

d. Provides direction and coordination with users for determining installation priorities and ACF/MCF site location schedules.

e. Coordinates the AAS, VSCS and ACF/MCF program activities with those in other related agency projects.

f. Recommends any indicated revisions to the ACF/MCF program requirements and resources as appropriate.

g. Serves as the FAA interface with other Government agencies, contractors, DOT, the Congress, and groups from the aviation user community for ACF/MCF program activities.

h. Exercises the authority as described within the ACF/MCF program manager's charter for NAS Plan development.

i. Identifies and coordinates AAS and VSCS requirements in accordance with approved plans and policies.

j. Identifies the need for, establishes, and manages ad hoc teams in the development of requirements and plans used in the overall AAS and VSCS development and ACF/MCF implementation.

k. Develops recommendations for new facilities and equipment in the F&E budget to satisfy AAS and VSCS current and future plans, and provides specific AAS and VSCS information for AAS and VSCS related budgeting.

l. Coordinates with other air traffic elements in identifying technical training requirements for the AAS, VSCS, and ACF/MCF.

m. Serves as the Air Traffic focal point for coordination with other agency elements and with the Department of Defense for long range planning which will impact operational developments for the National Airspace System.

n. Serves as the coordination point within Air Traffic for RE&D activities for areas of communications, navigation, and surveillance systems, thereby ensuring that RE&D projects are integrated into the AAS/NASP.

**93-13. NATIONAL AUTOMATION FIELD SUPPORT DIVISION.** The National Automation Field Support Division is the principal element of the service with respect to air traffic control operational automation system requirements definition, development, field support, and maintenance for the en route, terminal, oceanic, and flight service computer programs. The division:

a. Develops national software for the use of air traffic control automation service throughout the system.

b. Is responsible for air traffic control operational software development, production, implementation, and maintenance for operational systems in use.

c. Serves as the focal point within Air Traffic for coordination with other offices and services, regional offices, and the FAA Technical Center on all matters pertaining to air traffic control national automation program efforts involving automation systems in use. In this role,

coordinates air traffic control operational automation matters with other Washington offices and services, agencies, and organizations, including contractor services.

d. Develops specific program goals and areas of emphasis to determine and recommend budgetary requirements pertaining to software development, production, implementation, maintenance, and improvement of air traffic control automation systems.

e. Monitors computer program design, production test, and evaluation activities, and provides direction to central programming elements to ensure ATC operationally acceptable system performance.

f. Ensures appropriate real-time data interchange capability between en route, terminal, oceanic, and flight service elements of the air traffic control automation systems.

g. Develops, maintains, and supports the operational air traffic control software computer programs.

h. Conducts system analyses on a continuing basis on the performance of operational air traffic control automation systems, new operational requirements for those systems, and improves programming techniques and the state-of-the-art technology.

i. Tests, evaluates, implements, and manages air traffic control field en route, terminal, and oceanic operational computer programs and related utility and support software. Provides routine and emergency technical support and program corrections to field air traffic control data systems staffs. Conducts formal tests and evaluations of new air traffic control operational computer programs and systems to determine their acceptability for operational use in air traffic control.

j. Evaluates and certifies operational and associated support software developed for a future air traffic automation system to satisfy air traffic operational requirements.

k. Participates in the review of software specification development for the purpose of ensuring that software development for future air traffic control automation satisfies the stated operational requirements.

l. Participates in the testing of future air traffic control automation software for the purpose of ensuring that it verifies the stated requirements.

m. Packages and produces functional changes to air traffic control operational software assigned to Air Traffic. Plans and manages computer system resources ensuring air traffic control operational systems meet requirements, accommodate projected traffic growth, and meet performance requirements.